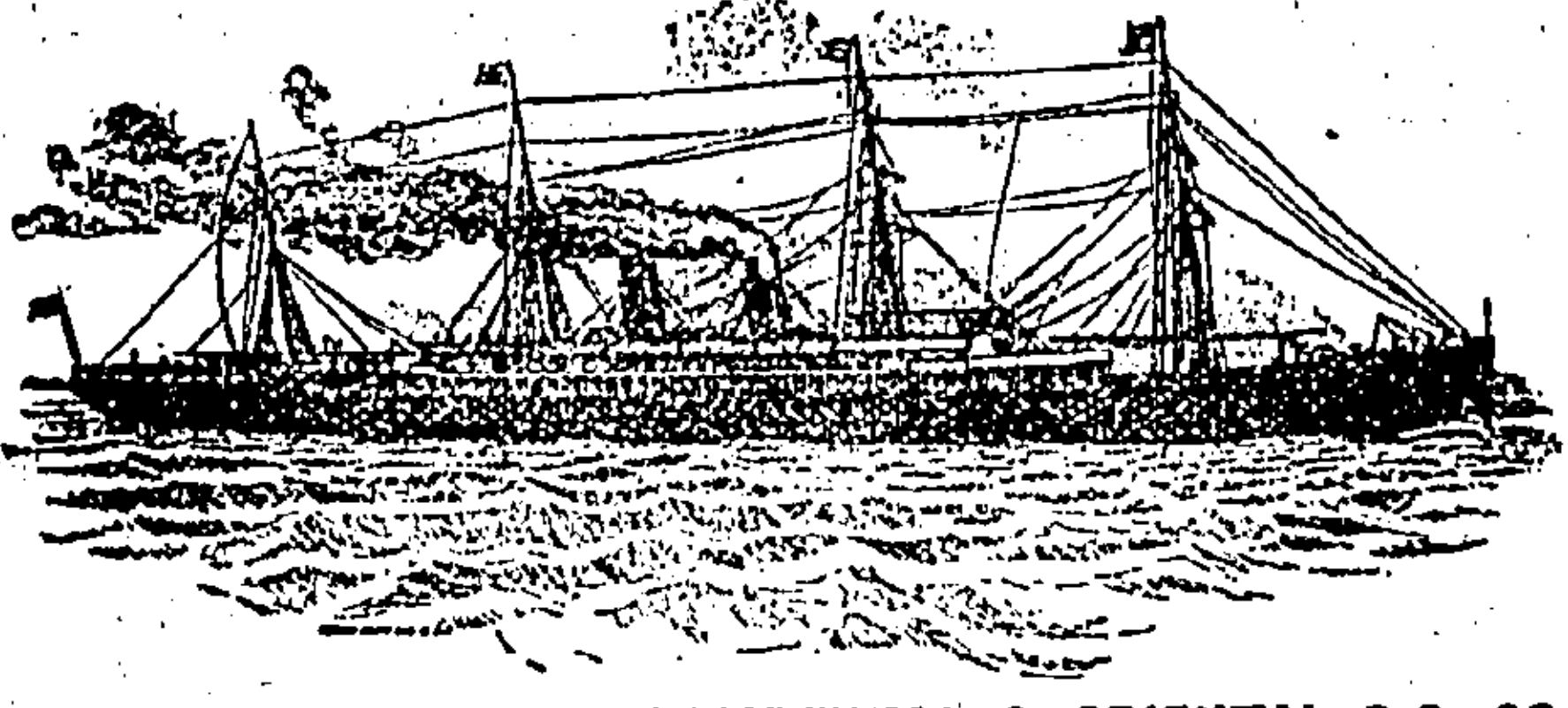


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"KOREA"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GAELIC"	TUESDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"OHIO"	FRIDAY, 6th November, at Noon.
"DORIA"	SATURDAY, 14th November, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st September, 1903.

CANADIAN PACIFIC RAILWAY LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd September.
"TARTAR"	4,425	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 21st October.
"ATHENIAN"	3,882	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"ATHENIAN"	3,882	WEDNESDAY, 13th January, 1904.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 27th January.
"TARTAR"	4,425	WEDNESDAY, 10th February.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 24th February.
"ATHENIAN"	3,882	WEDNESDAY, 9th March.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 20th April.
"ATHENIAN"	3,882	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL RAILS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

aking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
ONIGSBERG	HAVRE, BREMEN and HAMBURG.	13th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG.)		
NALUSIA	HAVRE and HAMBURG.	23rd Sept.	Freight.
von Dohren	(Calling at SINGAPORE and COLOMBO.)		
BESSINIA	HAVRE and HAMBURG.	6th October.	Freight.
RISGA VIA	(Calling at SINGAPORE and PENANG.)		
Schulle	HAVRE and HAMBURG.	20th October.	Freight.
XONIA	(Calling at SINGAPORE and COLOMBO.)		
Brehmer	HAVRE and HAMBURG.	3rd Nov.	Freight.
	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 29th August, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,363 "	G. F. Morrison, R.N.R.
"FATSILAN"	2,363 "	A. W. D.K.V.
"HANKOU"	2,363 "	C. V. Lloyd.
"KINSHAN"	2,363 "	J. J. Lussac.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 210 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.
S.S. "SAINAM," 583 tons, B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, 10E HOUSE STREET,
Between Queen's Road and Des Vaux Road.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.
RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57 Varieties of good things for the table.

HEINZ

Do you know
That HEINZ SWEET PICKLES are entirely different from other Pickles.
That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but they assist digestion and stimulate the appetite.
That HEINZ SWEET PICKLES are the ideal pickles for the tropics.
That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and
ANGLO-AMERICAN STORES.

Hongkong, 26th August, 1903.

Do you know
That HEINZ SWEET PICKLES are entirely different from other Pickles.
That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but they assist digestion and stimulate the appetite.
That HEINZ SWEET PICKLES are the ideal pickles for the tropics.
That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and
ANGLO-AMERICAN STORES.

Hongkong, 26th August, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to
THE MANAGER.

Hongkong, 1st November, 1902.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!
KRUSE & Co.,
CONNAUGHT HOUSE.

Hongkong, 1st November, 1902.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[5739]

GO TO THE
KOWLOON HOTEL,
FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY

MEETING OF SHAREHOLDERS

will be held at the COMPANY'S HOTEL, on

MONDAY, the 7th September, 1903, at Noon,

for the purpose of receiving a Statement of

Accounts of the Company to the 30th June,

1903, with the Report of the Directors, and to

discuss any matter that may be competently

brought before the Meeting.

THE TRANSFER BOOKS of the Company

will be CLOSED from the 1st to the 7th

September, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 27th August, 1903.

[10446]

HUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-

ORDINARY GENERAL MEETING

of HUMPHREYS ESTATE AND FINANCE CO.,

LIMITED, will be held at the COMPANY'S

OFFICES, Nos. 38 and 40, Queen's Road Central,

Victoria, Hongkong, on SATURDAY, the

1st day of October, 1903, at Noon, when the

SUBJONED RESOLUTIONS will be proposed,

viz:—

1. "That the Capital of the Company

"be increased from \$1,000,000 (divided

"into 100,000 shares of \$10 each) to

"\$1,500,000 (divided into 150,000 shares

"of \$10 each) by the creation of 50,000

"new shares of \$10 each to be offered and

"if accepted to be allotted to the present

"shareholders of the Company at par in

"the ratio and proportion of one new

"share for every two old shares in the

"Company held by the respective share-

"holders thereof, the amount payable on

"each of such new shares respectively to

"be paid at such time or times and in such

"manner as the Company by its General

"Managers may hereafter determine."

2. "That Article No. 24 of the Articles

"of Association of the Company be can-

"celled and the following Article sub-

"stituted therefor:—

"The remuneration of the General

"Managers shall be \$4,000 per annum

"(which shall cover office rent but

"not salaries of Secretary and other

"employees) and a commission of 5

"per cent. of the net profits of the

"Company for each year that such

"profits amount to 7 per cent. of the

"Capital of the Company."

Should the above Resolutions be duly passed

they will be submitted for confirmation as

SPECIAL RESOLUTIONS to a SECOND

EXTRAORDINARY GENERAL MEET-

ING which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,
General Managers.

931c

THE TRADE MARKS ORDINANCE, 1898

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE is hereby given that AURELIUS

BRUCE MITCHELL, Senior Partner of the

Firm of WILLIAM MITCHELL, of Washing-

ton Works, Cumberland Street, Birmingham,

England, and of No. 44, Cannon Street, in the

City of London, Steel Pen and Penholder

Manufacturers, has on the 28th day of May,

1903, applied for the Registration in Hongkong

in the Register of Trade Marks of the following

TRADE MARK:—

The distinctive device of two snakes

prone in serpentine coils facing each other

and between them the Chinese characters

美造洋行 (William Mitchell Foreign

Firm) and on either side of such charac-

ters two small snakes with forked tongues

and bodies spirally coiled each enclosed

in a circle.

In the Name of William Mitchell, of Wash-

ington Works, Cumberland Street, Birming-

HONGKONG HOTEL CO., LD.

The following is the report of the board of directors, to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at noon, on Monday, the 7th September—

Gentlemen—The directors now beg to submit their report for the half-year ended the 30th June, 1903.

ACCOUNTS.

The profit on working account amounted to \$12,016 17, as compared with \$116,370 94 for the corresponding period of 1902, being an increase of \$104,354 77.

The profit and loss account, including the sum of \$72,000 brought forward from 31st December, 1901, shows a credit balance of \$126,659 41, which your directors propose to appropriate as follows:—

To pay a dividend of 12 per cent... \$ 72,000 00
To write off from value of furniture and fixtures... 10,000 00
To transfer to repairs and renewals account... 10,000 00
To transfer to a special reserve fund against cost of installation of electric light... 20,000 00
To write off from value of steam launch... 1,000 00
To carry forward to new account... 13,659 41

ELECTRIC LIGHT.

It is hoped the entire building will be furnished with the electric light quite early next year. The directors have thought it advisable to recommend the transfer of \$20,000 of the profits to a special reserve fund to meet part of the cost of the installation.

DIRECTORS.

Mr. R. C. Wilson retires by rotation, but offers himself for re-election. Mr. Edward Osborne has been granted twelve months' leave of absence.

AUDIT.

The accounts have been audited by Messrs. H. U. Jeffries and A. R. Lowe, who offer themselves for re-election.

W. PARFITT,
Chairman.

Hongkong, 31st August, 1903.
The accounts are as follows:—

Liabilities.

Capital—
12,000 shares at \$50 each (fully paid-up)... \$600,000 00
1,000 mortgage debentures authorised issued at \$50 each... \$50,000 00
Less 475 ditto, held by the Co... 237,500 00
262,500 00

Reserve fund... 100,000 00
Sundry creditors... 27,529 99
Unclaimed dividends... 3,681 03
Repairs and renewals account—balance as per statement... 1,522 07
Profit and loss account balance as per statement... 126,659 41
\$1,116,915 47

ASSETS.

Value of land and building as per last report: Marine Lot No. 5 and Remaining Portion of Marine Lot No. 3 \$372,045 60
Remaining Portion of Marine Lot No. 7... 358,108 20
Praya Reclamation... 21,29 77
\$661,445 57

New Building on Reclamation to Marine Lot No. 7, payments on account... 91,757 03
Cost of 3 Chinese houses on Ser. B, C & D of Inland Lot No. 80... 33,000 00
Value of furniture and fixtures as per last report... \$89,850 75
Less written off, as recommended in last report... 10,000 00
Since added... 6,346 92
86,197 67

Stock of linen, crockery and glassware, &c... 43,157 58
Stock of wines, provisions, household sundries, and stationery... 33,817 94
Shares in public companies, as per last account... 6,286 31
Licenses attaching to half-year ending 31st December, 1903... 698 82
Fire insurance do do... 2,506 84
Value of steam launch as per last account... \$10,000 00
Less written off, as recommended in last report... 1,000 00
9,000 00
Sundry debtors... 41,430 02
Hongkong and Shanghai Banking Corporation... 3,705 42
Hongkong and Shanghai Banking Corporation, No. 2 account... 3,681 00
Cash in hand... 231 27
\$1,116,915 47

PROFIT AND LOSS ACCOUNT.

For the six months ending 30th June, 1903.

To had debts and refunds... \$ 282 90
Crown rent... 478 90
rates... 2,832 38
fire insurance... 2,363 50
debtors... interest on \$100,000... \$15,000 00
less returned on debentures held by the Company... 7,575 00
7,425 00
directors' and auditors' fees... 3,777 00
balance to be appropriated as follows:—
To pay a dividend of 12 per cent... \$ 72,000 00
To write off furniture and fixtures... 10,000 00
and fixtures... 10,000 00

transfer to repairs and renewals account... 10,000 00
transfer to a special reserve fund against cost of installation of electric light... 20,000 00
write off steam launch... 1,000 00
carry forward to new account... 13,659 41
126,659 41
\$143,319 09
\$ c.

By balance brought forward, 31st December, 1902...

Less dividend at 2 per cent, declared 13th Mar., 1903... \$72,000 00
Less transfer to repairs and renewals account... 10,000 00
Less written off furniture and fixtures... 10,000 00
Less written off steam launch... 1,000 00
93,000 00
272 49

By rents of shops and offices, old building...

rents of shops and offices, new building... 2,550 00
dividends on shares in public companies... 466 25
scrip and transfer fees... 53 00
bad debts recovered... 3 56
interest account... 1,358 02
profit on hotel working account for the six months ending 30th June, 1903... 132,016 17
\$143,319 09

REPAIRS AND RENEWALS ACCOUNT.

For the six months ending 30th June, 1903.

To payments on account of repairs and renewals during the half-year ending 30th June, 1903... 8,477 93
To balance, as per balance sheet... 1,522 07
\$10,000 00

C.

By transfer from profit and loss account, as recommended in last report... 10,000 00
W. PARFITT, R. CHATTERTON WILCOX, Directors.
C. MOONEY, Secretary.

We have compared the above statements with the books, vouchers, and securities of the Company, and find them in accordance therewith.

H. U. JEFFRIES, A. R. LOWE, C.A., Auditors.
Hongkong, 24th August, 1903.

Entertainments.

CITY HALL.

TOMORROW (WEDNESDAY), 2nd SEPTEMBER.

GRAND BENEFIT TENDERED TO ALVA THE GREAT.

UP-TO-DATE VARIETY ENTERTAINMENT.

POPULAR PRICES, \$1 and \$1.
Plan at Robinson's.

Doors open 8.15. Overture at 9 P.M. Sharp.
Hongkong, 29th August, 1903. [1058]

BOXING.

AT THE CITY HALL, ON THURSDAY NEXT, SEPTEMBER 3RD, 1903.

JONES OF H.M.S. "ALBION" versus NEWMAN.

Doors open at 8 P.M. Commence at 9 P.M. punctually.
Tickets, \$5, \$3, \$2, and \$1 to be obtained at all leading Hotels and the Comptroller, City Hall.

JAS. CHRISTIE, Promoter.
Hongkong, 31st August, 1903. [1064]

Insurances.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK

RICHARD A. MCCURDY, President.

ORGANISED IN 1843.

MR. GEORGE ECKLEY has been appointed AGENCY DIRECTOR of the above Company, and a Branch Office has been opened in the Hongkong Club Annex, Ground Floor, Chater Road.

By Order, BASIL H. BETTS, Special Representative for Hongkong, China and Japan.
Hongkong, 17th August, 1903. [992]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW (WEDNESDAY), the 2nd September, 1903, at 10 A.M.,

SUNDRY NAVAL, OBSOLETE AND CONDEMNED STORES, comprising:—

BOATS' ENGINES, BOILERS, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, IMPLEMENTS, &c., &c.

TERMS:—As customary.
HUGHES & HOUGH, Government Auctioneers.
Hongkong, 1st September, 1903. [1051]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 7th day of September, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shauiwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

LOCALITY.		Boundary Measurements.		Contents in Square feet.		Annual Rent.		Upset Price.	
No. of Lot.	Registry No.	N.	S.	E.	W.	ft.	sq. ft.	£	¢
1	100	60	50	50	60	3,000	900	900	
Shaukiwan.									
Hongkong, 31st August, 1903. [1063]									

Notices of Firms.

PACIFIC MAIL STEAMSHIP COMPANY, OCCIDENTAL & ORIENTAL S.S. CO.

TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

NOTICE.

DURING my ABSENCE from the Colony, and until further Notice, Mr. J. STUART THOMSON will ASSUME CHARGE of this Agency of the above Companies as ACTING AGENT, after the sailing of the O. & O. S. "DORIC," September 1st, 1903.

E. W. TILDEN, Agent.
Hongkong, 31st August, 1903. [1065]

NAVAL YARD EXTENSION WORKS.

ON and after this Date, Mr. A. J. WILLIAMS, C.E., will act as our fully authorised CHIEF AGENT in connection with these Works.

PUNCHARD, LOWTHER & CO.
Hongkong, 28th August, 1903. [1047]

Entertainments.

Kabuto Beer

PURE DELICIOUS REFRESHING

may now be had in Cases of 4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.

1st September, 1903. [650]

REIN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 15th August, 1903. [9]

JUST ARRIVED.

PER S.S. "HITACHI MARU."

HASTINGS and NAPHWES YORK CUT HAM and BACON, quite Fresh.

Prices Reasonable.
5 per cent Discount.

H. RUTTONJEE,
No. 5, D'Aguiar Street, and
36 and 38, Elgin Road, Kowloon.
Hongkong, 27th August, 1903. [1045]

AMERICAN WATER MELONS!

FRESH HONEY IN COMB!

75 Cents per lb.

FRESH FIGS!!!

\$1.00 per doz.

All these can be had fresh every day at—

CHING SHAN CHAN,

No. 41, Central Market.

Hongkong, 19th August, 1903. [777]

CHINESE AMERICAN COMMERCIAL COMPANY.

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 22 and 21, CONNAUGHT ROAD opposite DOUGLAS FIRE.

Hongkong, 1st May, 1903. [1430]

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, etc.—Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint. Effective from the first dose. Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

THE ROBINSON PIANO Co., LTD.

PIANO CLEARANCE SALE.

MUST be sold to make Room for New Stock. 200 PIANOS now being Manufactured in Europe and Hongkong for Exportation. These Pianos will be of guarantee prices.

	Cost.	Selling.
RONISCH (Owner's Property)...	\$400	
SQUIRE (Owner's Property)...	350	
BORD (Owner's Property)...	285	
WERNER, UPRIGHT GRAND (Owner's Property)...	450	
KELLY (Owner's Property)...	200	
HOPKINSON...	\$550	300
HORIZONTAL GRAND (Second-hand)...	900	100
RELL...	800	450
NEEDHAM...	800	450
ROBINSON PIANO CO., LD.	475	400
Do.	475	400
Do.	575	450
Do.	650	450
Do.	300	150
SELF PLAYER...	900	150
RACHALS...	750	400

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary.

Hongkong, 6th August, 1903. [415]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents: SIEMSEN & CO.

Hongkong, 10th January, 1903. [595d]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

Jeyes Fluid

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th March, 1903. [100]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903. [20]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	KOBE and YOKOHAMA	THURSDAY, 3rd Sept, at Daylight.
J. Nagao	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 5th Sept, at Daylight.
AWA MARU	COLOMBO and PORT SAID	TUESDAY, 8th Sept, at Noon.
N. Trenant	COLOMBO	TUESDAY, 8th Sept, at 4 P.M.
BOMBAY MARU	U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 9th Sept, at Noon.
T. Mural	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 11th Sept, at Daylight.
SHINANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 11th Sept, at 4 P.M.
W. Thompson	MOJI, KOBE and YOKOHAMA	TUESDAY, 15th Sept, at Noon.
A. E. Moses	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 19th Sept, at Daylight.
WAKASA MARU	COLOMBO and PORT SAID	
J. B. MacMillan		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 31st August, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE

ON TUESDAY, the 8th September, 1903, at 1 P.M., the Company's Steamship "SALAZAR," Captain Nerve, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 7th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 26th August, 1903. [1004c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, 1903.

Olympia, 2,837, J. Truebridge, Sept. 10

Lyra, 4,417, F. Williams, Sept. 17

Tacoma, 2,812, A. Dixon, Sept. 24

Victoria, 3,502, J. Paxton, Oct. 10

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 26th August, 1903. [874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold

Intimations.

A. S. WATSON & CO., LIMITED.

FLOWER AND VEGETABLE SEEDS
FOR THE SEASON 1903-1904.

ORDERS are now being executed from New Stocks only.

PRICED CATALOGUES, with Hints on Gardening, can be obtained free on Application.

These SEEDS are supplied to us by the BEST GROWERS IN THE WORLD. It is essential to use particular care when sowing and to exercise supervision over the Chinese Gardeners, whose "old custom" methods of dealing with the Seeds may sometimes lead to disappointing results.

CLAY'S FERTILISER.

For use in the garden generally.

RANDOM'S LAWN-MOWERS.

The Best and Cheapest Machines in the Market.

A. S. WATSON & CO., LIMITED, SEEDSMEN.

ESTABLISHED 1841

A. S. WATSON & CO. LTD.

ESTABLISHED 1841

A CHEE & CO., 祥利廣

TEMPORARY STORE:

1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES. PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES, COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING UNDERTAKEN for AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong. A. B. C. Code, 4th Edition.

A. I. Code. Lieber's Standard Code.

TELEPHONE, 232. Hongkong, 20th March, 1903. [135e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

LOCAL AND GENERAL.

THE English mail of the 1st August was delivered in London on the 31st August.

Do your own developing without a dark room by using an Easuman developing machine. LeMunyon.—Advt.

CHOLERA has not yet been stamped out of the Russian cruiser *Orel* at Nagasaki, and one of the nurses who attended the cases in the hospital has died of the disease.

THE recently formed combination of Dutch petroleum producers and the Shell Company, known as the East Asiatic Petroleum Company, is said to have a footing in Roumania.

THE Dutch Government have granted a sum of 50,000 guilders to establish a museum for commercial and scientific botany in connection with the Botanical Gardens at Buitenzorg, in Batavia.

THE German gunboat *Ilia*, which left Shanghai several weeks ago for Japan, has been given a thorough overhauling and repairing at the Mitsu Bishi Engine Works, at Nagasaki. The *Ilia* has taken up her station at Masamp.

THE Pahang correspondent of the Straits *Echo* writes on 25th ult., from Kuala Lipis:—Mr. W. Kerfoot Hughes, of Hongkong, is daily expected at Punjom to assume the management of the mines, in succession to Mr. Thomas Lester who has left the service of the Company.

THE Convention agreed to by the Sugar Conference at Brussels, suppressing the direct and indirect bounties by which the production of sugar might be benefited, comes into force to-day, and the importation of Danish, Russian and Argentine sugar into Great Britain is prohibited.

THE Musical Instruments Co. of Hamamatsu is making large shipments of pianos and organs to London, where they can be sold 27 to 30 per cent cheaper than similar instruments from any other country. The wood used is all Japanese, but the wires, celluloids, and flannels are all imported.

Fresh Kodak film, plenty of them, at LeMunyon's, 31, Des Vaux Road.—Advt.

A ROW took place on the s.s. *Banks* recently, when she was anchored at Maras Island, between the Malay and Chinese crew of the vessel. The result was that five Chinamen were stabbed. The *Banks* put back to Singapore in medical aid, and a number of the crew were arrested.

In the long statement which Marshal Su made out in the Board of Punishments and sent up to the Throne a few days ago, he laid the side state of affairs in Kwangsi province at the door of the deposed Governor, Chen Ching-shan. On the defence he has thus made out for himself. The general belief in Peking is that, after all, the death sentence the Marshal has already received, will be commuted.

THE *Nippon Maru* on arriving at San Francisco on July 20 was placed in quarantine for fumigation. She went on the dry dock at Hongkong and under a new regulation of the marine hospital service she had to be fumigated at San Francisco. She was the first liner arriving from the Orient to come under the new law. There was no sign of any sickness on board the steamer and the cabin passengers, after being carefully examined, were allowed to land.

A GERMAN telegram dated, Tsingtau, 27th ult., says:—Twenty-five mostly heavy sentenced criminals, who were occupied in building a street near Sylang, knocked down a German soldier on police duty and wounded three Chinese policemen. Twenty-one of them then fled. The troops of the Garrison of Tsingtau are patrolling the country and have already captured several of the men. The soldier was brought to the hospital, where he was found to have had his skull fractured in different places.

H. E. TSEN Chun-Hsueh, Acting Viceroy of the Two Kwang provinces, has addressed a memorial to the Throne, asking that the annual contribution, which the province of Kwangtung is required to make towards the liquidation of the foreign indemnity consequent upon the late Boxer war, be reduced, as the inhabitants have become very much poorer than formerly on account of the heavy taxation, imposed by the local authorities for the purpose of raising money, sufficient to meet the various contributions sent to Peking, which absorb no less than six million taels per year at present.

In its market report the *Manchester Guardian* says:—There seems to be very little business about for India, but there is a general impression that China is doing rather better. It is difficult to discover the salesmen who have actually done the business, or the character of the cloth in which it has been done. Certainly good staple shirtings are generally neglected. There is still some talk of clearances of stock lately effected from Hongkong, though, on the other hand, reports of recent Shanghai auctions seem unsatisfactory. Other markets show no notable change. Manufacturers have had a very poor day on the whole, and the opinion is fully expressed on 'Change that some of them continue to run only because they cannot afford to stop. The yarn market is as dull as ever, and spinners are now receiving instructions from manufacturers to hold back deliveries because they are working short time. Neither in American nor Egyptian yarns is there any sign of improvement. There is some inquiry from China for future delivery but very little of any kind for immediate requirements.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

One more chance to buy a Kodak for \$5; a good Kodak. LeMunyon, 31, Des Vaux Road.—Advt.

ON Saturday night at the Royal Engineer Theatre, Wellington Barracks, a concert was given and was well attended. The stage was very tastefully arranged, the musical treat was thoroughly enjoyed, and the performers received well-merited applause.

THE *Nippon Yusen Kaisha* steamer *Sual*, which arrived at Shanghai on the 27th ult., reported that when she passed Chang Wongkong at midnight of the 26th ult., the town was in flames. Chang Wong is one of the river passenger stations close to Kiangyin.

THE *N. C. D. News* regrets to report that the second engineer of the *Yungfing* and the third engineer of the *Store Nordiske* have been taken ill with cholera. There are now seven cases in the hospital. Mr. Watson, chief officer of the *Yungfing*, who was at first reported as progressing favourably, has succumbed.

THE Toyo Kisen Kaisha (The Oriental Steamship Company) is negotiating, says the *Asahi*, with N. D. L. Steamship Company to charter the steamer *Kiautschow* (12,000 tons) in view of certain special purposes.—According to Japan exchanges the Toyo Kisen Kaisha is said to have bought the German mail steamer *Kiautschow* for 3,000,000 marks.

OWING to the inclemency of the weather, the variety concert at the St. Patrick's Hall last night was poorly attended. The vocalists, however, rendered their parts well. The full programme was not gone through. It is proposed to repeat the concert to-night, and probably a changed programme will be produced on Saturday. At the conclusion of the performance last night the tickets were returned.

THE first general meeting of the Taku Tug and Lighter Company took place at Shanghai at the office of the agents on Monday, the 24th ult. There were present Messrs. Prentice, Seaman, Korff, Such, Wrightson, Macray, Doble, Mauchan, Love, Young, and Gove (Directors), and Mr. Platt (Legal Adviser). This meeting was called in compliance with the Companies' Ordinances of Hongkong, but being merely the formal statutory one, no business of note was transacted.

Mail your films and Kodak orders to LeMunyon, P. O. B. 368.—Advt.

SPEAKING to an interviewer at Brisbane regarding his visit to China, Lord Londsdale said:—"When we went inland we had nothing but the greatest civility from the Chinese in the streets and elsewhere. I went to China with a very different impression. I thought the people were raffish and raffians, but I came away considering them very fine fellows. As soldiers the Chinese are very fine. At Paojing-shi, a martial drill was quite astonishing. The march past and manual exercises could not have been done better. The men moved like machinery. Their work in attack might have been better, but the march past was one of the best things I have ever seen."

BEFORE the Portuguese Consul at Shanghai on 22nd inst. Mr. S. S. Somekh, broker, sued Mr. D. M. Goncalves for the loss entailed in the buying and selling of shares on his behalf and by his orders. Defendant did not appear, but was represented by Mr. J. S. Rangel while Judge Lamme appeared for the plaintiff. The defence urged that the whole transaction was a mode of gambling. Mr. F. L. Marshall, a broker, explained the local custom with regard to such transactions, and declared the contracts produced in Court to be in order. Eight jurors were empanelled and eighteen points were raised on which decisions were given mostly in favour of defendant. Judgment was reserved until first prox.—*Mercury*.

ADMIRAL Ralph Peter Cator is dead. He entered the Navy in 1843, and during the War with Russia commanded the *Danube* at the capture of Kerch and Yenikale, and was also employed in the Azoff Expedition, being particularly mentioned in despatches for his services during the night attacks on Sebastopol in 1855, and awarded the Crimean and Turkish medals with clasps for Sebastopol and Azoff, and the Order of the Medjidie of the fifth class. Three years later, in the course of the China War of 1858, he served in the *Calcutta* at the capture of the Peiho Forts in May, and was present at the operations in the Canton River, including the storming and capture of Canton, for services obtaining special mention in despatches, and being rewarded with the China medal with Taku and Canton clasps, and promotion to Admiral, who was the inventor of an "alarm buoy," which has been approved by the Admiralty and supplied to the Fleet, married Caroline, widow of Mr. Adam Stuart Gladstone, and was left a widower in 1895.

THE absurdity of the Australian Immigration Laws is amply demonstrated in the report of a recent case given in the Sydney press the other day. Frank Garcia, 27, a seaman and native of Portugal, was treated to a little Australian hospitality at the Water Police Court, where, on a charge of being a prohibited immigrant "found within the Commonwealth in contravention of the Alien Restriction Act," he was sentenced to four weeks' imprisonment. Garcia, it appeared, left his ship a couple of days ago at Newcastle, but was immediately arrested and brought on here, where the vessel "the *Queen Louise*" is at present. If the man from Portugal had been able to write correctly 50 words of English from the dictation of an officer of Customs, a task which might prove a severe trial to some of the representatives of the people, he would now be a free man.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

MAJOR-General Robert Horsley Ricketts Rowley, late of the Royal Artillery, died suddenly at Brighton, at the age of seventy-three. He served throughout the Boer War of 1899-1902, for which he had the medal. He also took part as a captain in the China Expedition of 1860, when he was present at the capture of the Taku Forts, the actions of September 18 and 21, near Tangchow, and the surrender of Peking, for which he had the medal, with two clasps.

WHILE some Chinese fisherman were hauling their net ashore at Tanjong Rhu the other day, they were suddenly alarmed by a terrific commotion in the net and on hastily rowing out found a huge alligator entangled in the meshes. The men further embarrassed the creature by doubling the net, and those on shore hauled in and soon had the alligator high and dry on the beach. It made frantic efforts to get away, rushing at everyone who came near it and striking heavy blows with its tail. The fisherman, however, managed to secure it between two stout poles and half-a-dozen of them started to town with it, expressing the intention of selling it at a good price so as to recompense them for the damage to their net.—*Singapore Free Press*.

In the concluding article, published on Saturday, of the specially contributed series on "Aback: the Philippine Staple Industry," the writer alluded to the Banjarese labourers. These are a mixed race of Dayaks and Javanese, Banjarmasin in Southern Borneo was formerly an independent sultanate derived from an old Javanese colony. The Javanese themselves are a mixture of Tamils and the aborigines of Java; while the latter seem to be represented (with an admixture of Malays) by the Sundanese, who inhabit the five western provinces of Java. The Sundanese equal the Javanese in almost every point and surpass them in some. Outside of Java the difference between the two races is scarcely known, or noted.

Framing, fancy and artistically done by LeMunyon, 31, Des Vaux Road.—Advt.

THE Bangkok correspondent of the *Avenir du Tonkin* writes that "the Crown Prince of Siam has incurred the antipathy of a large portion of the nobility and of several members of the royal family. He has even lost the confidence of the King himself so that H. M. contemplates appointing another of his sons as Crown Prince. But H. M. would, in that case, have to struggle against English influence, because the English who educated the present heir to the Throne will view with disfavour the influence of another 'foreigner'." The same correspondent in another paragraph says that the Siamese Government is negotiating a loan in London. If successful, great public works will be undertaken, such as bridging the Mekong, dredging, road widening, tree-planting, reclaiming of swamps, &c. But the King is said to be dissatisfied.

DISPATCHES received from reliable sources in Kwangsi state that Viceroy Tsen is successfully pursuing his scheme of restoring order in the province. The modern armed troops sent down from the Hukwang and Liangkang provinces have been pouring into Kwangsi in such large numbers and have since proved themselves of different material from those hitherto off-beaten "braves" of ex-Governor Wang Chih-chun and ex-Marshal Su. The rebels are losing heart and returning to their homes in large numbers to accept the bounty offered by Viceroy Tsen to enable them to purchase food and agricultural implements and turn law-abiding citizens and farmers. It is further stated that only the most desperate of the rebel bands now continue to rove about the province and fight the Government troops, but where shortly before they numbered thousands they are now to be met with only in bands of hundreds. By firmly persisting in his present line of conduct it is anticipated that Viceroy Tsen will be able to restore peace and content in Kwangsi province by the end of the year. The Viceroy's popularity amongst his fellow provincials, his mild treatment of them, his strictness over his subordinates, and stern punishment of unworthy officials all go to make the inhabitants of Kwangsi more amenable to H.E.'s exhortations to give up their arms and return to their allegiance.

GRAT regret will be felt on all hands, and especially by the staff of the Mining Company at Tientsin, Tongshan and Chinwangtao, at the announcement we have to make of the impending retirement of Mr. Wynne. The general nature of our announcement has been known to many for some little time. The Tientsin Volunteer Corps will deplore the loss of a commanding officer whom they cannot hope to replace, while the shareholders and well-wishers of the Mining Company, even those who have been most keenly opposed to the policy which they believe Mr. Wynne to have represented, will be among the first to recognise that in Mr. Wynne the company will lose the most valuable and highly-qualified manager whom it has been the company's fortune to have had. The residents of Tientsin will deplore the departure both of Mr. and Mrs. Wynne. Hints have from time to time been heard that the British municipality would have been eager to avail itself of the help of a representative so much at home with municipal questions as Mr. Wynne, who has taken a leading part in promoting more than one of the great municipal undertakings of Calcutta. The fear, however, that the policy of the Mining Company aimed rather at the advantage of Chinwangtao than of Tientsin, whether well-founded or not, probably deterred those most concerned from pressing this matter forward. The departure of Mr. Wynne, however, will be none the less keenly felt by those who have learnt to look upon him as a strong and clear-headed director of affairs.—*China Times*.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

To *Cassell's Magazine*, for August (Mr. Robert MacIntyre contributes an article on "The America Cup Yachts." And this is what he says of the challenger—"The man in the street doubt whether *Shamrock III.* will recover the America cup, and with all our failures to go by we can hardly question the reasonableness of his argument. The conditions are, as I have said, against us, though Sir Thomas Lipton has done a great deal in this business-like way to make them easier. Admittedly a challenger must be stiff enough to cross the Atlantic, and so to speak, elastic enough to do thirty miles against a yacht whose navigators never like to trust Scotland light long in a sea-fog. Mr. Watson and Mr. Fife, it has to be conceded, may have taken a long time to find the combination of qualities necessary to win the America Cup, but the word of this contributor may be taken that they have come very near it this time. I have seen *Shamrock III.* on all her trials in British waters, and I make no secret of the fact that I believe she is the fastest 90-footer that ever was built.

ALLEGED THEFT FROM HONG-KONG POST OFFICE.

Chung Yuk Lun, a clerk employed in the Post Office, was charged at the Magistracy this afternoon, before M. J. H. Kemp with feloniously stealing a letter from the General Post Office, the property of the Postmaster General on the 24th August. Mr. H. Hursthouse (Acting Crown Solicitor) prosecuted and Mr. Looker (of Messrs. Deacon and Hastings) represented the defendant. One of the clerks deposed that while sorting correspondence on the afternoon of the day in question he saw defendant take a letter out of a box and proceed to the old Money Order Office. As he returned without the letter, witness went to that department and found it on one of the receptacles. The matter was reported to the supervisor on duty and the cover was marked with the letters "a.m.", and later in the day it was found to be missing and defendant was accused of having taken it. He handed the letter over to a supervisor. Mr. R. A. Savage, supervisor, also gave evidence and the case was not concluded as we went to press.

MANSLAUGHTER AT SWATOW.

A CUSTOMS OFFICER CHARGED WITH KILLING A COOLIE.

Charles Ernest Wharton, employed as a tidewater in the Chinese Customs service, was on 27th ult. brought up in the British Court, Shanghai, on remand from the 25th ult. for having committed a serious assault on a native at S atow. He was arrested by detective Brown on board the *Hanyang* when she arrived. His Honour said that since prisoner had appeared before him previously, information had been received that the Chinese whom prisoner was said to have assaulted had died. Therefore the charge against prisoner was now one of manslaughter, and he would have to be sent on the first opportunity to Swatow and in the meantime he would be remanded until the 3rd prox. His Honour said he had had prisoner brought before the Court now so that he might understand what had occurred.

BIG FIRE AT CHEFOO.

THE C. E. AND M. CO.'S PREMISES DESTROYED.

The C. E. and M. Co.'s premises at Chefoo were burnt down in the wee small hours of the 17th ult. The *Chefoo Express* says:—The cause of the fire is uncertain. The C. E. and M. Co. are to be condoled with for the heavy loss sustained but congratulated upon the prevention of what might have been! The building stood in an enclosed compound with the sea within a few feet of two sides of it, and in spite of the united efforts of all the fire engines of Chefoo and assistance from the harbour fire had to gut out the building before it could be subdued. This shows only too plainly that the means available for the suppression of fires are quite inadequate to the demand in the case of a large fire breaking out. Luckily there were no women or children upon the premises; if there had been it is probable that the event would have been attended with several casualties, as no ladders were obtainable to effect an entrance into the upper storey. This regrettable occurrence should prompt the C.P.C. to action to means for the better protection of life and property from the devastating element of fire. At present a walk around the settlement would convince anybody that in the event of a large fire breaking out, the saving of life and the salvage of valuable property would be largely dependent upon the assistance of volunteers, prompted by the emergency.

SHIPPING AND MAILS.

MAILS DUE.
American (*Siberia*) 4th inst.
French (*Australien*) 6th inst.
Canadian (*Empress of Japan*) 8th inst.
Australian (*Chinglu*) 9th inst.
Canadian (*Tartar*) 9th inst.
Indian (*Namang*) 14th inst.
American (*Copie*) 15th inst.
American (*America Maru*) 23rd inst.

The P. & O. S. N. Co.'s s.s. *Borneo* left Shanghai for this port on 31st ult., at 4 p.m.
The I. C. S. N. s.s. *Namang* left Calcutta for this port via the Straits on 29th ult., and may be expected here on 14th inst.
The N. Y. K. s.s. *Awata Maru* (European Line) left Shanghai for this port yesterday, p.m., and is expected to arrive here on 3rd inst., about noon.
The N. Y. K. s.s. *Kumano Maru* (Australian Line) left Kobe for this port to-day, and is expected to arrive here on 5th inst.
The C. N. Co.'s s.s. *Chinglu* from Australian Ports left Port Darwin on 29th ult., for this port via Manila, and is expected to arrive here on 6th inst.
The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 3 p.m. on 31st ult., and left again at 7 p.m., same day, for Kobe where she is due to arrive at 7 p.m. on 1st inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(From Our Own Correspondent.)

Sir Henry Blake

APPOINTED GOVERNOR OF CEYLON.

London, 31st August, 1903,
10.40 p.m.

His Excellency Sir Henry A. Blake, G.C.M.G., Governor of Hongkong, has been appointed Governor of Ceylon in succession to Sir West Ridgeway who is expected to leave Ceylon in October next.

The "America" Cup.

THIRD RACE AG IN POSTPONED.

A representative of the *Hongkong Telegraph* obtained from Messrs. Shewan, Tomes & Co. the following copy of a telegram received by them to-day, for the publication of which we are indebted to that firm:—

"New York, 31st August, 1903.

"Light breeze." Postponed for no wind. Will be re-sailed to-morrow."

[The above was issued as a Special Extra to the *Hongkong Telegraph* at 10 a.m. to-day—Ed., H.K.T.]

(Reuters.)

The Near East.

London, 30th August.

A mass meeting has been held in Belgrade, at which the Government was urged to intervene on behalf of the Macedonians.

It appears that the volley fired at the Austrian Consulate at Uskub, was simply a party of Albanian Reservists who according to custom fired a volley in the air when joining the colours and some shots accidentally struck the Consulate.

(M.C. News.)

The Transvaal War Commission's Report.

London, 26th August.

The report of the Transvaal War Commission has been published.

It condemns the absence of a plan of campaign, which resulted in a plentiful crop of misunderstandings.

It condemns the grave deficiencies in stores.

It acknowledges the prompt and efficient treatment of the situation when the country was in the midst of great war, but notes that the home defence was left dangerously weak.

Apprehended Transfer of the Shanhaikwan Newchwang Railway.

Tientsin, 27th August.

It is reported that the Russians, having secured the bonds of the extramural railway line, are now arranging to assume control of the direction.

Mr. M. T. Liang, Director of the Imperial Railways of North China, went yesterday ostensibly to view the damage done to the line, but it is believed that he has really gone to consult the Russian officials.

The Zionist Movement.

London, 27th August.

The Zionist Congress has accepted the offer of territory in E. S. Africa. It is an elevated tract two hundred miles long between Mau and Nairobi.

Mount Mau is about 100 miles due East of the Victoria Nyanza. I.D.

The Trial of Whitaker Wright.

London, 27th August.

Whitaker Wright has been remanded to the 15th of September.

The Discord in Macedonia.

London, 27th August.

The Russian fleet is still cruising off the Bosphorus.

A great mass meeting held at Sofia has resolved to invite all Bulgarians to assist in securing the triumph of the Macedonians; and to memorialise the representatives of the Powers to secure their intervention.

28th August.

The Macedonian Committee has sent to the Sultan and Powers a scheme for the administration of Macedonia by representatives of Europe assisted by native representatives, with an international army of occupation.

The Sultan has now appointed Nasir Pasha as Commander-in-Chief in Macedonia, instead of Ibrahim Pasha, who was originally designated.

A bomb was thrown at the dining-car train south of Adrianople; two carriages were wrecked, seven persons killed, and eighteen injured.

A Bad Look-out for Shanghai.

Peking, 28th August.

There is a rumour prevailing here that the present Shanghai Treaty will be dismissed, and a thing Kwan (the reformer-hunter) be appointed his successor.

The Yung-Ampho Question.

Tokyo, 28th August.

A semi-official denial has been given to the statement that the Russo-Corean agreement as to Yung-Ampho has been signed.

It is understood that Japan threatens that in the event of the conclusion of the agreement, she will regard the whole of Corea as open to foreign trade.

Fiscal Reform in Japan.

Tokyo, 28th August.

It is believed that the Japanese government is planning a radical reform in the system of collecting the taxes on salt and tobacco, thereby ultimately adding fifty million yen to the revenue without increasing the burdens on the people.

Bills in that sense will be introduced at the next session of the Diet, and the surplus thus obtained will be devoted to reducing the direct taxes, and providing funds for public works.

(China Gazette.)

Ohang Kung-pao and the Supao Prisoners.

Peking, 26th August.

Viceroy Chang Kung-pao has been taking an extremely active part in the question of the

Supao prisoners here. He has been calling on the various Ministers urging them to force the Shanghai Municipal Council to surrender the prisoners to the Chinese authorities, and he has succeeded, it is feared, in persuading a number of the Ministers to adopt this view.

He gives an undertaking that if the prisoners are surrendered they shall not be decapitated or executed, but merely imprisoned, which means of course that they will suffer a lingering death.

The explanation of Chang's anxiety to obtain possession of the Supao men is in order that he may show the throne that he can succeed where the Viceroy Wei Kung-tao has failed and so establish a claim by his superior fitness for the Nanking post. If he succeeds in getting hold of the Supao men it is regarded as certain that he will get the post.

TIENTSIN.

(From Our Own Correspondent.)

August 19th.

Sir Ernest Satow arrived here to-day and is staying the night at the Consulate General before going on to Peking to-morrow. He narrowly escaped a nasty accident when driving from the station, the horse becoming unmanageable and bolting. It was with some difficulty restrained, however, but again became restive on reaching the Consulate, and the Minister and Consul had to leave the carriage hurriedly just as the horse turned sharp round and dashed among the cargo in the lund, smashing the carriage and cutting itself rather badly. Both gentlemen were somewhat shaken and alarmed, but not hurt.

The arrival at the station was a brief and not very imposing function, a guard of honour being drawn up which presented arms, then the Minister got out and shook hands cordially with everyone. The great heat and his own fatigue after the long railway journey led him to waste but a little time however, and everyone soon dispersed. Dr Morrison who returned to Peking yesterday was among the civilians who greeted Sir Ernest at the station. He has been, I believe, to Corea. He seems in better health than he was, but still not looking himself.

The ceremony which you recently witnessed in Hongkong of the distribution of S. African medals to the Sherwoods was repeated here to-day when General Ventris presented the medals to the Detachment here, referring to the complimentary remarks made by Major General Gascoigne of the Regiment, all of which he said he could thoroughly endorse from personal experience of the men's brilliant record since his first connection with them in 1876.

This evening the officers and men are giving rather a good open air concert, several amateurs kindly assisting.

The anti-reform movement is having a steady and widespread effect among the Chinese, and one prominent member of the University no longer holds his ground in his intercourse with foreigners and his fluent knowledge of English, and foreign ways, has just resigned his educational commission obviously because he fears being identified with progressive thought.

In Peking every one is very unhappy except those who are holdy working their way into favour over the ruins of other lives. In the Board of Punishment Yamen it is satisfactory to know that the rumors as to other prisoners are all being faithfully sealed by unearthy shrieks and cries coming every night from the room where poor Shen was murdered. Marshal Shi who is confined close by has also heard the cries and had in consequence turned in the room to calm the troubled spirit, but it is questionable whether this will answer.

The phenomena is probably caused by some friend of Shen's who is avenging his cruel death by working on the consciences of his torturers. The Chinese Government are sticking to it that they have not signed Russia's demands unconscious that by this assertion they are damnable blackening Russia's case. I see telegrams are still being dispatched to Shanghai that the demands are not signed, but Russia had her case fixed up in black and white before she took the definite steps she has taken, and you may accept it without question that anything, and everything Russia want signed she has signed. Our eyes need no longer rest with curiosity on Manchuria and Newchwang, but we need to watch Corea. That is where events of interest are going to take place; unless indeed a still larger order in the way of Tientsin itself is attempted.

ENGLISH CONSULATE AT WUCHOW.

We translate from *L'Aspetti du Tonkin* the article under the heading "Inauguration of the English Consulate at Wuchow."

"As M. Chouffeur (a farcical character) was at home on the (bank date), so also Mr. Fox was 'at home' on the 31st July between 5 and 7 p.m. Thus, with those words the honourable representative of King Edward at Wuchow, Kwang, invited the white and the yellow-coloured to the solemn inauguration of the haughty buildings which overlook the Chinese city and the West River. As customary, the mandarins had, on the previous evening, sent pieces of silk, decorated with Chinese characters, called *tail tie*, and fire-crackers. At the appointed hour, there came the Taoist, the Prefect, the Chief Justice, and the Brigadier-General. Amongst the Europeans, was Lieut. Wobster (sic) of the *Mooren*, an English gunboat anchored in front of the Consulate. Next a squad of sailors climbed up to the summit of the hill and fired blank shot from a quick-firing cannon to show the Chinese how very important the newly acquired position may become, if needs be.

"Salute to the Flag. Banquet in the evening. Toasts to the king and queen.

"Hip! Hip! Hip! Hurrah—there times repeated.

"Fortunately we, too, have a French Consulate in Kwansui.

"But we must not be over delighted, for that consulate is at Lung Chau, an out-of-the-way hole, nothing to signify. And the consular buildings are falling to ruins, whilst the Consul is in America, on his way to Harbin.

"Long live the Republic!"

CHINA AND THE POWERS.

RUSSIA'S "RIGHTS" ON THE YALU.

Peking, August 20th.—The Government have decided to take up a strong attitude in regard to foreign affairs. This is an outcome of the recent conference of high officials held in the presence of their Majesties. The Government now refuse to recognise any agreement entered into between Russia and the Moukden General, since the Russian occupation of Manchuria, and to punish the latter if it is found that he has overstepped his authority. The Government have also decided to comply with Russia's demand to a certain extent as none of the powers really assist China to reject the Russian demands in their entirety. The Government will open Moukden and Tatungko to foreign trade after the Russian evacuation of Manchuria. On the other hand Russia will secure most of the privileges given her by the Tartar General and will maintain her forestry and mining rights at the Yalu. No formal agreement covering these points has yet been signed but there is no doubt that a provisional understanding has been come to by Russia and China on the affair.

Confirmation has been received of the news that Russia recently removed troops from the northern part of Manchuria to places in the south and substituted for them 100,000 men who have recently arrived from Siberia. There are two divisions of troops at Port Arthur at present besides about 50 battalions of Infantry, 30 companies of Artillery and adequate Cavalry and Engineers at all important centres.—*Nishi Nichi.*

SIAM'S PAPER CURRENCY.

The report of the Acting Financial Adviser on the operations of the Department of Paper Currency for the year 1912 has been issued. Mr. Williamson, whom we (*Bangkok Times*) have to thank for a copy of the report, held charge as Director of the Department to the end of the year 1912.

The actual work of the department commenced on the 23rd September, when notes of a further value of Tcs. 62,410 were issued to the public, and from this time onward the circulation continued to expand in a highly satisfactory manner, as will be seen from the figures given below showing the value of the notes outstanding on the last day of each month.

Date.	Value of notes in circulation.
30th September 1912 (1902)	Tcs. 312,575
31st October 1912 (1902)	" 1,014,040
30th November 1912 (1902)	" 1,688,395
31st December 1912 (1902)	" 2,317,750
31st January 1913 (1903)	" 3,355,995
28th February 1913 (1903)	" 3,591,085
31st March 1913 (1903)	" 3,479,105

Your Royal Highness will observe that the rate of progress declined, towards the end of the year, the increase during February being only some Tcs. 216,000 against an average for the previous four months of Tcs. 760,000 and that during the month of March the circulation actually decreased by Tcs. 117,880. This was due to the very large and unexpected encashment of notes which took place in the fort night intervening between the 23rd February and the 6th March, during which time the Currency office paid off notes of no less a value than Tcs. 1,078,070, of which Tcs. 1,030,000 went to the Banks. The highest point reached during the year was on the 21st February, when the circulation stood at Ticals 3,665,310 and there seems little reason to doubt that but for the check received between the dates above mentioned, the value of the notes in circulation at end of the year would have been little, if any, short of Tcs. 50,000. Even as it is the figure actually attained viz. Tcs. 3,479,105 may be regarded as a highly satisfactory one for just over six months' working and as an indication of a real want which the Currency notes have supplied. The success of the scheme, (on which, I think, the Government may reasonably congratulate itself) is all the more striking when it is remembered that the Government notes have to compete to some extent with the issues of the three foreign Banks which have branches at the Capital, and that no attempt whatever has been made to force the circulation in any way. Even officials, who draw salaries and allowances at the Treasury, have been and continue to be, at perfect liberty to receive either notes or coin at their pleasure, and the fact that the Treasury can only obtain its notes by purchase in cash from the Currency office, is an additional guarantee against any undue accumulation of paper, with its consequent inflation of the apparent circulation. As a matter of fact the stock of notes in the Treasury rarely exceeds Tcs. 50,000 in value and is only replenished when the necessity for doing so actually arises.

The heavy tenders of notes by the Banks during February and March, referred to in the preceding paragraph, were due entirely to the scarcity of money which prevailed towards the latter end of the year, consequent on the great demand for coin created by the briskness of the export trade. The Banks, which are at times considerable holders of Government notes, finding their cash resources reduced by the calls made on them to negotiate the exporters' bills, sent over successive batches of notes to Currency office for coin, and although the effect of this was to largely reduce the circulation for the time being, the incident is instructive as showing the convenience of a strictly convertible Government note issue. At times when money is plentiful, Banks and other large holders of coin are glad to keep a portion of their cash balance in notes, representing as they do considerable value in small bulk and economy of storage room, while in seasons of monetary scarcity all notes not actually required for business purposes can be immediately converted into coin by presentation at the Currency office. This is a convenience which the Banks could not obtain by the exclusive employment of their own papers, and probably explains to some extent the undoubted popularity of the Government issue.

"EMPRESS" COLLISION.

THE LINER ARRESTED AND RELEASED AT SHANGHAI.

We learn on good authority that when the *Empress of India* arrived at Shanghai from Hongkong on the 29th ult., she was formally arrested at the instance of the Chinese Government in connection with the collision and sinking of the cruiser *Huangtai*, near Breaker Point in the early hours of the morning of the 18th ult. This formality did not delay the departure of the ship which arrived at 4.30 in the morning and left for Nagasaki at 2 p.m. the same day. It is reported that her release was conditional upon security to the amount of £9,000 being tendered. We note that Mr. D. E. Brown, the agent for the Canadian Pacific Railway Company, at Hongkong, proceeded to Shanghai per the *Doric* to-day.

Since the above was in type Shanghai papers have come to hand, the *M. C. D. News* of 29th ult., printing the following paragraph:—

We learn that on her arrival here to-day the R. M. S. *Empress of India* will be arrested on behalf of the Viceroy at Nanking, the owner of the cruiser *Huangtai*. There having been loss of life, the *Empress*, if in fault, is liable for £15 a ton, say £90,000, and a bond, we are sure, will have to be given for this or some smaller sum by the agents of the Canadian Pacific Railway. We learn that Messrs. Stokes and Platt are retained for the *Empress* and Messrs. Drummond and White-Cooper for the *Huangtai*. The theory that the *Empress* struck the *Huangtai* with her starboard propeller when the two vessels closed is supported by the fact that the four blades of the former's starboard propeller had to be changed in Hongkong, and in addition four or five plates on the starboard side had to be dealt with, and some superficial damage to the superstructure made good.

THE WRECK OF THE "SPOL."

The mystery of the unknown and deserted steamer flying signals of distress on the Amherst Rock at the mouth of the Yangtze was cleared up yesterday, says the *N. C. D. News* of 24th ult. During Tuesday there had arrived at Woosung two ship's boats containing the full crew, save one, of the Norwegian steamer *Spol*, inward bound to Shanghai from Moji with a cargo of coals. They reported having left their vessel on the Amherst Rock, where they had struck about eleven o'clock on Monday night. Fine weather was prevailing and it was a clear though dark night when the vessel stranded; and the mishap was attributed to the strong set of the current, which carried the vessel ten miles out of her supposed course. The ship's log showed that just before the disaster the captain imagined himself to be in the neighbourhood of the Saddle Island; at the time of the grounding he was not on the bridge, and the vessel was in charge of one of the mates.

The vessel struck by the bows and within five minutes the forehold was full of water. The crew stood by the pumps all night, but when morning arrived the Chinese refused to remain longer on board. There was a heavy swell on, and although the steamer was firmly hooked on the rock, her deck had been completely swept at high tide. One of the small boats was capsized in an attempt to get away, and it is feared a Chinese sailor was drowned, though he may have been picked up by some of the native craft around. Two other boats remained and, after hoisting the signals of distress which were afterwards seen by the German steamer *Elita Nossack*, the whole crew, consisting of Captain Jepserson, two mates, three engineers and 21 Chinese sailors, entered these and made for Woosung. They took with them the ship's papers, but nothing besides except the clothes they stood upright in. This was not due to a hasty quitance, but for lack of space in the boats.

The *Spol* is practically a new boat and was only finished this year. She arrived out from home about two months ago and this was her second trip from Moji to Shanghai. She left Moji on the 21st ult. with a cargo of coal for Shanghai. Her captain has known the coast for years. The registered tonnage of the *Spol* is 884 tons and she is capable of making nine knots in fine weather. Fitted with electric light, she is in every sense an up-to-date vessel and the mishap is all the more unfortunate on that account. The owners are Messrs. Fearnley and Ewer of Christiansia, for whom the O. Asiatische Handel-Gesellschaft are the agents here.

During yesterday two tugs were sent down to try and get the vessel off, but there is great doubt whether it will be possible to bring her into dock.

There is a curious complication over the wreck of the Norwegian steamer *Spol*, which her captain abandoned, says the *China Gazette*. We understand that the Shanghai Tug and Lighter Company, Ltd., sent down two of their boats, which, finding the *Spol* abandoned, took possession of the vessel as an abandoned ship. The captain has, we understand, protested, but the Tug Boat people are in possession which is nine points of the law.

We (*N. C. D. News*, August 19th) understand that there is no truth in the rumour that the wrecked Norwegian steamer *Spol* has changed ownership. Representatives of the Shanghai Tug and Lighter Company were the first to board the stranded steamer after she had been abandoned by her officers and crew, and there was some talk of a claim by them to the wreck as a derelict, but the *Spol* remains a Norwegian steamer and we are informed that the agents, the O. Asiatische Gesellschaft, on behalf of the owners, will contest any claim beyond that of ordinary salvage. Meanwhile the Tug and Lighter Company are doing their best to save the vessel. No further news had been received from the wreck up to yesterday evening.

RUSSIAN STOWAWAY FINED.

At the Singapore Marine Court on the 26th ult., a Russian was charged by Captain Fey, of the s.s. *Arratoon* with being a stowaway on the vessel on the voyage from Hongkong to Singapore.

The prisoner of the steamer deposed that the day after leaving Hongkong he found the accused hiding in the wheelhouse. Accused offered him \$6 for the passage, but this sum was insufficient. The steamer was not allowed to carry deck passengers, and the sum offered was not enough for any other accommodation. Capt. Fey corroborated, and said he was not allowed to carry deck passengers, owing to quarantine restrictions.

The accused stated he was an electrical engineer. He went to Hongkong from Amoy in an American ship. On arrival at Hongkong he met three Russian Jews who told him he could get to Singapore for \$6, the sum they had paid from Singapore to Hongkong. They advised him to go on board a Singapore bound steamer and purchase a ticket. He boarded the *Arratoon* at Amoy, but did not meet any one from whom to purchase a ticket. He slept in the wheelhouse, and when discovered was willing to work his passage.

The Court convicted the accused and fined him \$25, or in default two weeks' hard labour. The fine was paid.

COMING RUSSIAN REINFORCEMENTS.

The Russian naval reinforcements which recently left St. Petersburg for the Far East consist of the following ships:—

	tons.
<i>Czarevitch</i> , armoured cruiser	13,110
<i>Empress Alexander III</i> , armoured cruiser	13,616
<i>Ostiaha</i> , armoured cruiser	12,674
<i>Imbri Donskoi</i> , 1st class cruiser	5,800
<i>Bojan</i> , do	7,800
<i>Almaz</i> , do	6,610
<i>Almaz</i> , and class cruiser	3,285
The whole squadron of seven boats (totals 6,815 tons, and carries 220 guns and 4,300 men—a formidable addition to the already very powerful fleet in these waters).	

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	110/110
Bank Bills, on demand	110 11/16
Credits, 4 months' sight	111
Dinmets, 4 months' sight	111/11
ON BERLIN, (demand)	M. 92
ON PARIS, Bank Bills, on demand	2.37
Credits, 4 months' sight	2.41
ON NEW YORK, Bank Bills, on demand	4.42
Credits, 30 days' sight	4.01
ON BOMBAY, Telegraphic Transfer	141
On demand	141
ON SHANGHAI, Telegraphic Transfer	72
Private, 30 days' sight	nom.
ON YOKOHAMA, T.C.	92
Sovereigns, Bank's Buying Rate	\$10 68
Gold Leaf 100 touch, per tael	56.00
Rar. Silver	261

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
MAIWA NEW	900
LAST YEAR	920/940
OLDEST	970/1,030
PATNA NEW	1,075
OLD	No Sales
RENAISSANCE NEW	1,070
OLD	No Sales
PERIAN (PAPER)	740/840

To-day's Advertisements.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zealand Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st September, 1903. 1072

ASIATIC STEAM NAVIGATION CO., LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"PUNDIT."

Captain W. J. Crebbin, will be despatched as above on THURSDAY, the 3rd instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 1st September, 1903. 1072

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR HANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"ZIETEN."

of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, will leave for the above places TO-MORROW, the 2nd instant, at Daylight.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 1st September, 1903. 1563c

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN."

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 8th September, at 9.30 a.m.

All Claims must reach us before the 14th September, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 1st September, 1903. 1613c

To-day's Advertisements.

PACIFIC MAIL STEAMSHIP COMPANY, OCCIDENTAL & ORIENTAL S.S. CO.

TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

I HAVE THIS DAY ASSUMED CHARGE of the Business of the above Companies in Hongkong.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st September, 1

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	On 3rd September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 5th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTONOR"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
S.S. "DEUCALION" left Singapore 28th inst. p.m. and is due here 3rd inst.		
S.S. "AGAMEMNON" left Singapore 31st ult. and is due here 5th inst. p.m.		
S.S. "TELEMACHUS" from Tacoma left Moji 1st inst. a.m. for Hongkong direct.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, LONDON & A'WERP.	"KINTUCK"	On 15th September.
MARSEILLES, LONDON & A'WERP.	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON & A'WERP.	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON & A'WERP.	"AGAMEMNON"	On 13th October.
MARSEILLES, LONDON & A'WERP.	"JASON"	On 23rd October.
MARSEILLES, LONDON & A'WERP.	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "DEUCALION"		On 4th September.
all PACIFIC COAST PORTS, and "CALCHAS"		On 2nd October.
NAGASAKI, KOBE and YOKOHAMA, "OANFA"		On 2nd November.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 1st September, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"ICHANG"	2nd September.
MANILA	"KUEIKONG"	2nd "
CEBU and LOILO	"WUCHANG"	5th "
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	5th "
SHANGHAI	"YOHOW"	5th "
SHANGHAI	"CHANGCHOW"	7th "
MANILA	"CHANGSHA"	8th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	8th "
MANILA	"SUNGKIANG"	9th "
YOKOHAMA and KOBE	"CHINGTU"	12th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 1st September, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 5th Sept., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 12th Sept., at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 31st August, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

[1256c]

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	WEDNESDAY, 2nd Sept.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SATURDAY, 5th Sept.
FOR FOCHOW	"ANPING MARU"	J. Coto	WEDNESDAY, 9th Sept.
FOR TAMSUI (DIRECT)	"DAIJIN MARU"	T. Ogata	

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a daily qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui and all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 6, Des Vaux Road Central.

Hongkong, 29th August, 1903.

[1377]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$1 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903. [1322e]

SPECIAL 17 DAYS EXCURSION TRIP TO JAPAN.

THE well-known steamer

"EASTERN,"

Captain Winthrop Ellis, will be despatched for KOBE at daylight, on THURSDAY, 3rd September, arriving there on the 8th, and she will be despatched again for Hongkong at Noon on the 15th, where she is due on the 20th.

For Special Reduced Rates, apply to—

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th August, 1903. [1056e]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

-VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG

1903.

About

"MOGUL" 3rd Sept.

"BRAEMAR" 10th Sept.

"SATSUMA" 23rd Sept.

"SHIMOSA" 10th Oct.

"KURDISTAN" 24th Oct.

"RICHMOND CASTLE" 7th Nov.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 29th August, 1903. [1391e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cruising Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

H. S. Smith

1,876

WEDNESDAY, 2nd Sept., at 10 A.M.

ROHILLA MARU

E. P. Bishop

1,860

TUESDAY, 8th Sept., at 10 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 29th August, 1903.

FOR SINGAPORE AND CALCUTTA.

THE Steamship

C. FERD. LAEISZ,

Captain Sachs, will be despatched for the above Ports, on FRIDAY, the 4th September, at Noon.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th August, 1903. [1053e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 4th September, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th August, 1903. [1057e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT)

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA,"

Captain Craglietto, will be despatched as above on SATURDAY, the 10th September, at 4 P.M.

This steamer has capital accommodation for passengers. Electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.
Princo's Buildings,
Hongkong, 24th August, 1903. [1054e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WHARF opposite Central Market. The Steamer runs an Excursion Trip EVERY SUNDAY in Summer. For Freight, &c., apply to—

WING ON & CO.,
2nd Floor, No. 15, Victoria Street.
Hongkong, 1st September, 1903. [886e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WHARF opposite Central Market. The Steamer runs an Excursion Trip EVERY SUNDAY in Summer. For Freight, &c., apply to—

WING ON & CO.,
2nd Floor, No. 15, Victoria Street.
Hongkong, 1st September, 1903. [886e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Port, on THURSDAY, the 3rd September, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th August, 1903. [1043e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 27th August, 1903. [1042e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, on THURSDAY, the 3rd September, at 10 A.M.

For Freight or Passage apply to

DOUGLAS, LARPAK & CO.,
General Managers.
Hongkong, 31st August, 1903. [1067e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on SATURDAY, the 5th September, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 31st August, 1903. [1068e]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

FOR SHANGHAI.

THE Company's Steamship

"AUSTRALIEN,"

Captain Verron, will be despatched for the above Port, on or about SUNDAY, the 6th September.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.
Hongkong, 31st August, 1903. [1004e]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"NORDKYN,"

Captain A. Beer, will be despatched as above on or about WEDNESDAY, the 30th September.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 29th August, 1903. [1050e]

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.
Hongkong, 26th August, 1903. [1041e]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADEO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 2nd September, at 10 A.M., will be subject to rent.

THE SHARE MARKET.

PAID UP VALUE. LAST DIVIDEND.

4.10/- @ 1/8 = \$18 for half-year ending 30.6.1903	\$635
4.96/- for 1902	\$28.8a.
.....	\$10
URANCES.	
ent = \$30 per share for 1901 ...	\$497 1/2
for year ended 30.4.1902.....	\$60.8a.
of £1 for 1902.....	Tls. 225 s.
12 for 1901	\$133
14 per share for 1901	\$180 b.
URANCES.	
per share for 1901	\$127 1/2 s.
share for 1901	\$86 1/2 sa.
ING.	
half-year ending 30.6.1903	\$35
10/- per share for 1902.....	\$85
\$5 per share for 1900.....	\$20 s.
\$3 for year ended 30.6.1902.....	\$40
= 12% for year ending	\$28
30/03	\$18
erim of 6d. for 1901	£1
of 2 for 1903	Tls. 44 ex d.
7% making 20% for 1902.....	Tls. 355 sa.
7% making 13% for 1902.....	Tls. 177 1/2 sa.
7% making 13% for 1902.....	
RIES.	
\$2 making \$12 for 1901	\$or b.

.....	\$71.28
7% (for year ending 30.3) 02	Tls. 65
NG.	
.....	\$14
Frs. 30 making Fcs. 60 for 1902	\$600 s.
of 1/- per share 28.1.01	\$9
of 1/6 per share 10.10.02	Tls. 6.50
AND GODOWNS.	
\$ 6 for 1 year 30.6.03	\$205
of Tls. 8 making Tls. 15 for year 30.4.03	Tls. 140
of \$24 for 1903	\$86 ex div. b.
1902	\$374 b.
n of Tls. 5 for 1903	Tls. 235
AND BUILDINGS.	
0-cents per share for 1902	\$9 1/2 sa.
n of \$6 for 1903	\$155
per share for 1902	\$37
of \$14 for 1903	\$504
end 1-year making \$12 for 1902	\$153
4 for 4-year ending 31.12.1900	\$56 b.
or half-year ending 31.12.01	\$28 sa.

year ending 31.3.03	Tls. 16 s.
ear	Tls. 25
ent for 1902	\$11 -
n of 6 % for 1903	Tls. 102 s.
MILLS.	
in of 40 cents, account 1902/1903	\$15 b.
r period ended 31.10.97	Tls. 36 s.
n of 3 % on account of 1898	Tls. 40 s.
n div. of 4 % on acct. of 1898	Tls. 40 s.
r period ended 31.12.00	Tls. 200
CO COMPANIES.	
r year ending 30.6.1900	\$250 b.
.....	\$15 b.
n of Tls. 3 per share	Tls. 50 b.
ANEUUS.	
\$120 per share for 1902,	\$23 b.
ear	\$10
n of 5 % for 1902	\$14 b.
share for 1902	\$7 b.
ts for year ending 30.4.1903	\$124
ts for year ending 30.4.1903	\$7
iv, and 1 % bonus for 1901	\$140 b.
r 1902	\$145
cent=53.75 for 1902	7474
n of \$4 for 1903	\$250 s.
r year ending 31.11.1902	\$320 s.
ts for year ending 31.7.1902	\$12 b.
.....	\$10

.....	\$54
.....	\$9 b.
.....	\$700 b.
.....	\$15 b.
.....	\$54
.....	\$50
.....	\$15 b.
.....	\$9.
.....	\$2.25 b.
.....	\$50

BENJAMIN, KELLY & POTTS,
Share Brokers.

...=sellers, sa.=sales.

TO AMERICANS.

BOURBON WHISKY EX S.S. "COPTIC" SEPT., 1898.

NOW MATURED TO PERFECTION

WE ARE BOTTLING A PORTION OF THE ABOVE AND OFFER IT AT

\$18.00 PER DOZ.

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

CHARMING SHIRT WAISTS.

DAINTY SILK BLOUSES.

NEW COFFEE COATEES.

WE SHALL BE PLEASED TO SEND A SELECTION
OF THE ABOVE ON APPROVAL TO OUR
CUSTOMERS ON RECEIPT OF THEIR
INSTRUCTIONS.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

WILLIAM POWELL, LTD.

34, Queen's Road Central,
Hongkong.

August 10th.

R. G. HECKFORD,
MANAGER.